

WARSHIPS HUNT SUBMERSIBLES OFF U. S. COAST; NINE VESSELS SUNK

Continued from Page One... The submarine was the destroyer... Benham and McLaughlin to move to give... to send a torpedo.

216 U-BOAT SURVIVORS LANDED BY U. S. WARSHIPS; NOT ONE INJURED DURING ATTACKS

NEWPORT, R. I., Oct. 8.—Four American destroyers with 216 passengers and members of the crews of six vessels torpedoed by German submarines off Nantucket, have reached Newport. The destroyers, Jensen, Drayton and Benham, all with survivors aboard, arrived at dawn. The four destroyers carried submarine victims passengers as follows: Drayton, 81; Jensen, 68; Benham, 26, and Jensen, 21.

Latest information is that there has been no loss of life. Dripping with brine, which stood out... from the scene of operations of Germany's U-boats, striking terror to shipping off the New England coast.

PLIGHT OF SURVIVORS

Of the eighty-one persons picked up from small boats by the Ericsson, not one was injured. Virtually all, however, had lost every personal belonging. They were without money or baggage of any description. They had only the clothes which they wore.

LOSS OF THE STEPHANO

The passengers of the Stephano took to the small boats at 6:30 Sunday evening. They were adrift until about 2:30 this morning. There was no sign of hysteria or fright as men, women and even an eight-year-old child told their stories of being suddenly rescued from dining tables, from little social gatherings in saloons and tables hurriedly

wakened from sleep to be hustled over the side and into lifeboats. Only a short distance away, however, the German submarine roared low in the water, her bulging sides and pointed snout giving her the appearance of a giant man-killing fish. Four thousand miles from a home port, theoretically in "enemy waters" and with no known base for supplies or fuel, the Teuton was unloosing her wrath at the very doors of America. When the first alarm was given and a shot came screaming across the bows of the Stephano, many of the passengers refused to believe they were being attacked by a submarine. They laughed when an officer rushed by, shouting that all must don life preservers and take to the boats. But the serious men of the children, the hurrying about of the crew and a glimpse from the deck of the ship convinced them.

THOUSANDS AT WATERFRONT Thousands thronged the Newport waterfront as the destroyers put into port with their cargoes of human freight picked up from the sea. Newport society turned out in force. Mrs. Elsie French Vanderbilt sent her limousine down to the pier to take four women passengers from the Stephano were taken to her home. Other society women also sent their cars to the dock, and mothers and babies taken from the U-boats' victim ships are being cared for today in the palatial homes of Newport's elite.

CHEF IN THIRD ATTACK

A. C. Tickell, chef of the Stephano, celebrated his third submarine sinking. He was on the troop ship Marquette when she was sunk without warning in the English Channel. Shortly after this Tickell was on the troop ship Manitou, which was sunk off Malta by a German submarine. The chef was wounded. Tickell's only remark today was: "What difference do a few submarines make? What the hell do I care for submarines?"

STEWARDESS NOT ALARMED

Miss McDonald, stewardess of the Stephano, was one of the last to leave the ship. She was busy with her regular duties and refused to take the alarm seriously. John Kavanaugh, of Halifax, member of the Stephano's crew, told of seeing the periscope of the U-boat some distance from the ship before the submersible actually appeared in full bloom. He hurried below to report, but heard the shot fired at the Stephano before he could give warning.

United States, is believed to be the U-55. There is apparently ground for belief, however, that there were two, and perhaps three, submarines engaged.

Survivors of the Stephano, who arrived here on board the Ericsson, said that the ship was warned and the passengers and crew given a chance to take to the boats. German mariners then went on board and opened her sea-cock. She was neither torpedoed nor shelled.

TRY TO AVOID BREAK WITH U. S.

This, it is believed here, indicated that the submarine commander was taking precautions to prevent a break with the United States over the latest outbreak of submarine warfare.

The Ericsson was followed by the United States ship Drayton. She had on board the master of the West Point. He was taken to the British cruiser Birmingham in a launch. He refused to make a statement until he could confer with the owners of his ship.

Reports that nine ships were attacked and that three submarines were engaged, instead of one, were contained in a wireless message from the Nantucket station, picked up by the Ericsson.

An important part was played throughout by the submarine. She was in plain view of the attacks upon the Stephano. Officers said that the British passenger ship was halted by three shots fired across her bow by the submarine. The Stephano carried twenty-three passengers, many of them citizens of the United States.

TWO PHILADELPHIANS SAVED

Two of the passengers were Charles T. Evans and his wife, of Germantown, Pa. He was responsible for the statement that the Stephano had been sunk by killing her hold with water. "Most of the passengers were at dinner when the vessel was fired on," Mr. Evans said. "They were given time to put on heavy wraps after a steward had passed among them telling them that the captain had given orders to lower the lifeboats."

BROOKLYN WOMAN'S STORY

Mrs. Marion Cutler, of Brooklyn, said that the Stephano was held up about 5 o'clock. "We had just seated ourselves when a shot was fired across the ship's bows," she said. "Naturally we were startled." "We were told to leave the room as quickly as possible, and as we were doing

so two more shots were fired. There was amazement, but no disorder. "The captain told us that we were to get into the boats, all of which were quickly lowered."

SOCIETY FOLK HELP

Mrs. Elsie French Vanderbilt, Mrs. R. Livingston Beekman and other members of the millionaire colony here had automobiles at the pier to give aid to the survivors. Mrs. Cutler was one of those assisted by Mrs. Vanderbilt.

The chief of the Stephano, A. C. Tickell, of New York, said that the captain had been warned by a wireless message at noon that a German submarine was in the neighborhood.

"I was working in the galley when I heard the first shot, about 5:45 o'clock," said Tickell. "We had just started to serve dinner. Stewards came running down, saying a shell had struck the water about five yards from the ship. Captain Smith immediately stopped the vessel and sent down word we should all be prepared to leave at once. Women and children were placed in the boats first and we all made off."

"I distinctly saw the submarine. In some mysterious way the side of the submarine seemed to open and a small boat appeared as if by magic. It started for the Stephano just as the last lifeboat left the ship."

CAPTAIN LAST MAN TO LEAVE

"Captain Smith was the last man to leave his ship. He was only about 200 yards away when the German seamen boarded the vessel. They scurried about on the decks for a while and then went below. Five minutes later they reappeared and immediately the Stephano began to settle."

FIVE ALLIES' VESSELS DEFY U-BOAT; SAIL FROM NORFOLK

NORFOLK, Va., Oct. 8.—News of the arrival of the U-55 at Newport, R. I., although immediately transmitted to Allied merchant ships in the harbor and to shipping agents, failed to check sailings. Three British and two French merchantmen, carrying cargoes of food, horses, etc., cleared for European ports.

The presence of the submarine was also made known to warships off the Virginia-Carolina coast, with instructions that merchant ships at sea be notified. The warships are expected to hunt the lanes of travel to convoy ships through the danger zone.

RAIDERS OBEYED LAW, JOHN F. LEWIS'S VIEW; U. S. COURSE CORRECT

Authority on International Law Holds U-Boats, Were Wholly Within Rights in Sinking Nine Ships

COULD NOT INTERN U-53

German submarine attacks on belligerent ships off the American coast are not in violation of international law, according to John Frederick Lewis, an authority on international and maritime law.

Mr. Lewis today said that the undersea boat U-53 was within her rights in putting in at Newport and that the subsequent commerce raiding, in which nine ships were reported sunk, was within the bounds of international law.

COULD NOT HOLD U-53

"In answer to your question as to whether or not the United States Government should have interned the U-53 when it arrived at Newport, I am of the opinion that the United States would not have been justified under international law in attempting to intern the boat," said Mr. Lewis.

These rights, according to international law, include the right to twenty-four hours' stay in port for the purpose of making repairs and taking on supplies sufficient for the trip to its nearest home port.

RAIDING NO VIOLATION

"Her errand, that of commerce raiding,

WEST POINT WAS TO HAVE LOADED ITS CARGO HERE

NEWPORT NEWS, Va., Oct. 8.—The British freighter West Point, sunk by the U-boat raider, was in command of Captain T. V. Harnden and carried a crew of thirty-eight.

U. S. RESCUERS FAIL TO FIND CREW OF BRITISH FREIGHTER

WASHINGTON, Oct. 8.—The Navy Department was advised by Admiral Knight by telegraph today that United States destroyers had been unable to find the crew of the British freighter Kingston, sunk by a German submarine off Nantucket.

If the crew had been saved, Knight reported, it was by a merchant ship which has failed to report the fact officially.

All members of the crew are British subjects. It was announced at the office of Purves, Withy & Co., local agents for the steamship. The agents said the West Point left London September 23 for Newport News and carried 280 tons of freight, chiefly fertilizer, to be discharged here. Her last departure from Newport News was August 28, when she left with a cargo of general merchandise. On this trip she was scheduled to load part of her cargo here and complete loading at Philadelphia. The West Point was of 2415 gross tonnage and had been plying between Newport News and English ports for a number of years.

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BRITISH WARSHIPS SEARCH SEA OFF NANTUCKET FOR SUBMARINES

NEWPORT, R. I., Oct. 8.—Three British cruisers that arrived off Nantucket Shoals early today are scouring the Atlantic for the German submarine or submarines that sank at least six merchant ships during the last thirty-six hours.

A wireless report picked up by the United States destroyer Ericsson that the total number of victims was nine ships had not been confirmed up to an early hour.

Reports of further attacks on merchant ships were hourly expected, as there are more than a score of freight and passenger ships in or near the danger zone off the New England coast. Of the imperiled fleet thirteen are British ships and two are American. A fleet of United States men of war is patrolling the coast in protest against American neutrality. More British warships are expected on the scene.

The known victims of Germany's submarine warfare at the very threshold of the United States are:

- STRATFORD, British freighter, 4821 tons, New York for Bordeaux. WEST POINT, British freighter, 2413 tons, London for Newport News. STEPHANO, British passenger ship, 2148 tons, Newfoundland for New York. KINGSTON, British freighter, destination and tonnage unknown. BLOOMERDIJK, Dutch steamship, 2201 tons, New York for Rotterdam. CHRISTIAN KNUDSEN, Norwegian tanker, 2583 tons, New York for London.

ONE CREW STILL MISSING So far as is known this morning no lives were lost, but the crew of the Kingston was still missing. The German war submersible, which brought the war to the doorway of the

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Advertisement for Pyrene featuring an illustration of a man fighting a fire. Text: "ONE night while Mother and Daddy were away, Nurse went out and locked us in. We were putting our dollies to bed when Brother cried, 'Ooh, look.' I turned around quick and saw the curtain afire. We screamed, Bruce barked. Pretty soon Mr. Dobbs, the man who lives next door, broke in the window and put the fire out with his Pyrene." It was a close call for the Kiddies. Mother and Daddy had a bad fright. That was enough. It took almost a tragedy to make them realize the danger from fire. Next morning they bought Pyrene. Today, October 9th, is National Fire Prevention Day. Thousands of fathers and mothers have come to realize the vital necessity of fire protection in their homes and have protected them with Pyrene. Have you? \$7.50, complete with bracket. Pyrene Manufacturing Company Makers of a Complete Line of Fire Appliances C. LACY FULLER, Division Manager Exclusive Direct Factory Branch 823 Widener Bldg. PHILADELPHIA BOTH PHONES—BELL, Walnut 2264; KEYSTONE, Base 284.